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geles was to Las Vegas, then to Goldfield and Tonopah, and across country to Ely, Nevada, then from Ely to Salt Lake. From Ogden Mr. Taussig and his friends will follow the Union Pacific through Weber Canyon and across Wyoming and Nebraska, and after breaking the trip in Chicago, will continue to New York. It is the purpose of the gentlemen who are taking the tour, to return in the same machine, crossing Canada, going to Seattle, and from there to Portland. It is thought that the trip will be finished by September or the 1st of October, the entire tour covering between twelve and fourteen thousand miles. With this accomplished, the Thomas will have a new mark for tours other than professional, and will add no little fame to this great car.

The start of the trip to be made by Honorable Ezra Thompson, Frank Botterill, Lynn Thompson, and Wallace Bransford, which has been contemplated for several weeks, will be made from the Pierce factory at Buffalo on July 3rd, and the party expects to reach Salt Lake in Mr. Thompson's new six-cylinder 36-horsepower Pierce in less than two weeks from that date. The party will leave for the east during the coming week, and will visit Denver, Chicago, Detroit, Chickopee Falls, to see the Stevens-Duryea factory; Hartford, Connecticut, to look over the Pope-Hartford plant, and then to Buffalo, to the Pierce works, from where the start will be made.

Mr. Botterill, while east, will get in thorough touch with all of the factories whose cars the Tom Botterill company handles here, and also with all supply houses, in order that the company may be ready much earlier than usual for the large trade anticipated for next season. Through the experience of this season, Salt Lakers have learned that it pays to order during the winter if they expect to receive cars in the following spring or summer, scarcely been adequate to the demand this year. It is Mr. Botterill's intention to get an early start, as the company's allotment of Pierce Arrows will be no greater than in 1910 than it was this year.

The car that Mr. Thompson has ordered, and which is now ready, will be thoroughly equipped for a cross-country tour, with suit case trunks and all the accessories that are necessary for such a trip. The car is described as one of the finest the Pierce company has ever turned out, and it will be a fine addition to those already on the ground.

Summer Sundays mean motor car accidents, and in practically the first Sunday in the open season, two shocking accidents occurred, though it seems wonderful that the results were not more serious.

The first, in which Dr. and Mrs. Donohoe and their little girl had such narrow escapes, was the result of absolute carelessness on the part of a man on horseback, for the Donohoe car was at a standstill, when the rider dashed into the machine. That the occupants were not killed by the plunging animal is hard to explain, though aside from some sprains and bruises received by Mrs. Donohoe—none of which will prove serious—no particular damage was done.

The second accident, the unfortunate one in which Mrs. Eugene Wille, Mrs. Himes and Miss Himes were hurt, might have had a very tragic ending, but at this writing all of the victims seem to be on the speedy road to recovery.

Mr. Wille, who was at the wheel, tried to go around a farm wagon at the edge of a high embankment, but the soft earth would not hold the weight of the car on the outer wheels, and it turned over and rolled down the bank, throwing the occupants on the rocks below. Mrs. Wille received some terrible scalp wounds, so serious

(Continued on page 14)

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